

Application No: 11/2069C

Location: 36, PIKEMERE ROAD, ALSAGER, STOKE ON TRENT, CHESHIRE,  
ST7 2SF

Proposal: Two detached Houses with Garages

Applicant: Mr David Teague

Expiry Date: 01-Aug-2011

**SUMMARY RECOMMENDATION:** Approve subject to conditions

**MAIN ISSUES:**

- Principle of the Development
- Design and Scale
- Amenity
- Landscaping and Trees

**REASON FOR REFERRAL**

Called in by Councillor S Jones on the grounds that: *“This is the garden of a house and since gardens are no longer classified as brownfield sites there is no presumption for development on this site. Two large houses on this site would be detrimental to the amenities of the bungalows to the rear on College Road. This is tandem development and will have a negative impact on the established house in whose grounds this building is proposed.”*

**DESCRIPTION AND SITE CONTEXT**

The application relates to an area of garden sited to the rear of numbers 34 and 36 Pikemere Road, Alsager. The site is within the settlement zone line of Alsager and the surrounding development consists of a mixture of residential dwellings.

**DETAILS OF PROPOSAL**

The proposal seeks full planning permission to vary condition 2 of planning permission 09/3455C in order to substitute the house types previously approved. The original approval was for the erection of two detached dwellings on the site and this application is for two 5 bed detached dwellings. The proposed dwellings would be smaller than those approved under the previous reserved matters application and would have detached garages.

## **RELEVANT HISTORY**

08/0210/OUT            2008   Outline approval for two dwellings

09/3455C                2010   Reserved matters approval for two dwellings

## **POLICIES**

### **National Guidance**

PPS1 – Delivering Sustainable Development

PPS3 – Housing

### **Regional Spatial Strategy**

DP1 Spatial Principles

DP2 Promote Sustainable Communities

DP4 Making the Best Use of Existing Resources and Infrastructure

DP5 Manage Travel Demand: Reduce the Need to Travel, and Increase Accessibility

DP7 Promote Environmental Quality

DP9 Reduce Emissions and Adapt to Climate Change

RDF1 Spatial Priorities

L2 Understanding Housing Markets

L4 Regional Housing Provision

RT2 Managing Travel Demand

RT9 Walking and Cycling

EM1 Integrated Enhancement and Protection of the Region's Environmental Assets

### **Congleton Local Plan 2005**

PS4 – Plan strategy

GR1 - General criteria for new development

GR2 - Design

GR6 – Amenity & health

GR9 - Highways safety & car parking

H1 – Provision of new housing development

H2 – Housing supply

H4 – Residential development in towns

SPD2 –Private Open Space

### **Other Material Considerations**

#### **Written Ministerial Statement: Planning for Growth (23<sup>rd</sup> March 2011)**

The Minister of State for Decentralisation issued this statement on 23<sup>rd</sup> March 2011 and advice from the Chief Planner, Steve Quartermain states that it is capable of being regarded as a material consideration. Inter alia it includes the following:

*“When deciding whether to grant planning permission, local planning authorities should support enterprise and facilitate **housing**, economic and other forms of sustainable development. Where relevant – and consistent with their statutory obligations – they should therefore:*

- (i) Consider fully the importance of national planning policies aimed at fostering economic growth and employment, given the need to ensure a return to robust growth after recent recession;*
- (ii) Take into account the need to maintain a flexible and responsive supply of land for key sectors, including housing;*
- (iii) Consider the range of likely economic, environmental and social benefits of proposals; including long term or indirect benefits such as increased customer choice, more viable communities and more robust local economies (which may, where relevant, include matters such as job creation and business productivity);*
- (iv) Be sensitive to the fact that local economies are subject to change and so take a positive approach to development where new economic data suggest that prior assessments of needs are no longer up-to-date;*
- (v) Ensure that they do not impose unnecessary burdens on development.*

The Government has also stated that there should be a presumption in favour of sustainable development. This states inter alia that: *“There is a presumption in favour of sustainable development at the heart of the planning system, which should be central to the approach taken to both plan-making and decision-taking. Local planning authorities should plan positively for new development, and approve all individual proposals wherever possible.”*

## **CONSIDERATIONS (External to Planning)**

### **Environmental Health:**

Request conditions relating to contaminated land and hours of construction and piling.

### **Highways**

No comments have been received at the time of report writing, however the access was agreed at the outline stage and as such it is considered that highways issues were adequately addressed at that stage.

## **VIEWS OF TOWN/PARISH COUNCIL**

Alsager Town Council objects to the proposed changes to the original plan. The change of location of the house and the garages will now be un-neighbourly to 34 Pikemere Road. Alsager Town Council fully supports the objections raised by 34 Pikemere Road.

## **OTHER REPRESENTATIONS**

Two objections have been received relating to this application expressing the following concerns:

- Loss of landscape screening
- Visual intrusion
- Inadequate separation distances
- ‘Garden grabbing’
- Impact on ecology
- Highway safety
- Loss of residential amenity

## **OFFICER APPRAISAL**

### **Principle of Development**

The principle of siting two dwellings on this site was established at the outline stage in 2008. A reserved matters application was approved in 2010 for two detached dwellings of a larger size than those proposed by this application.

### **Highways**

Access to the site was approved under the outline application and this proposal proposes the same form of access. The access will allow vehicles to enter and leave the site in a forward gear and there is adequate parking provision for both dwellings. The proposal is therefore considered to be acceptable in highway safety terms and is therefore in compliance with Policy GR9 of the adopted local plan.

### **Appearance**

The proposed dwellings would be of a traditional design, constructed with red brick and dark grey roof tiles. The detached garages would also be constructed of the same materials with pitched roofs. In terms of design they would not be out of keeping with the area as there is such a large variety of property types in the vicinity, the proposal is therefore considered to be in compliance with Policy GR2 in terms of appearance.

### **Scale**

Both properties are two-storey with and plot 1 would have a roof height of 8.5m and plot 2, 9.1m. Whilst the proposed dwellings are quite large, it should be noted that their overall footprint is less than those that were previously refused (09/3455C), although the roof height of the property to the rear of 34 Pikemere Road has increased by 0.5m.

### **Layout**

The proposal is for two detached dwellings to the rear of numbers 34 and 36 Pikemere Road. The garages would be detached, the one for plot 1 would be sited facing the access drive, and the garage for plot 2 would be sited 2m from the rear boundary of 34 Pikemere Road. The layout differs from the previously approved scheme by having detached garages and a smaller overall footprint.

### **Impact on the Amenity of Neighbouring Properties**

Policy GR6 requires that proposals should not result in loss of privacy, sunlight/daylight, visual intrusion, environmental disturbance or pollution or traffic generation, access and parking. The properties to the rear are in excess of 22m from the boundary of the site and a distance in excess of 35m would be maintained between the dwellings. It is therefore considered that there would be no significant impact on the residential amenities of those properties. The side elevation of plot 2 would face number 4 Grig Place, but would have a separation distance of 30 meters, which is in excess of that required by SPD2 (Private Open Space). The occupier of 34 Pikemere Road has expressed concerns that the siting of the garage would have an adverse impact on the residential amenities of their property due to the proximity of the detached garage to their garden and rear windows and the potential for loss of the existing landscape screening on the site. As stated in relation to other properties adjacent to the site the separation distances would be well in excess of those required by SPD2 (Private Open Space) and it is therefore considered that a refusal on these grounds could not be sustained. Having regard to the issue of landscaping, there would be a distance of 2m between

the garage on plot 2 and the boundary with 34 Pikemere Road, as such additional landscaping could be provided and this should be safeguarded by the requirement for the submission of landscaping scheme and a scheme of boundary treatments.

### **Landscape**

As stated above, it is considered that a condition should be imposed requiring the submission and approval of a landscaping scheme for the site in order to ensure that the amenity of neighbouring properties is not compromised. In addition it is considered necessary to impose the conditions relating to trees shrubs and hedges that were imposed on the original outline consent.

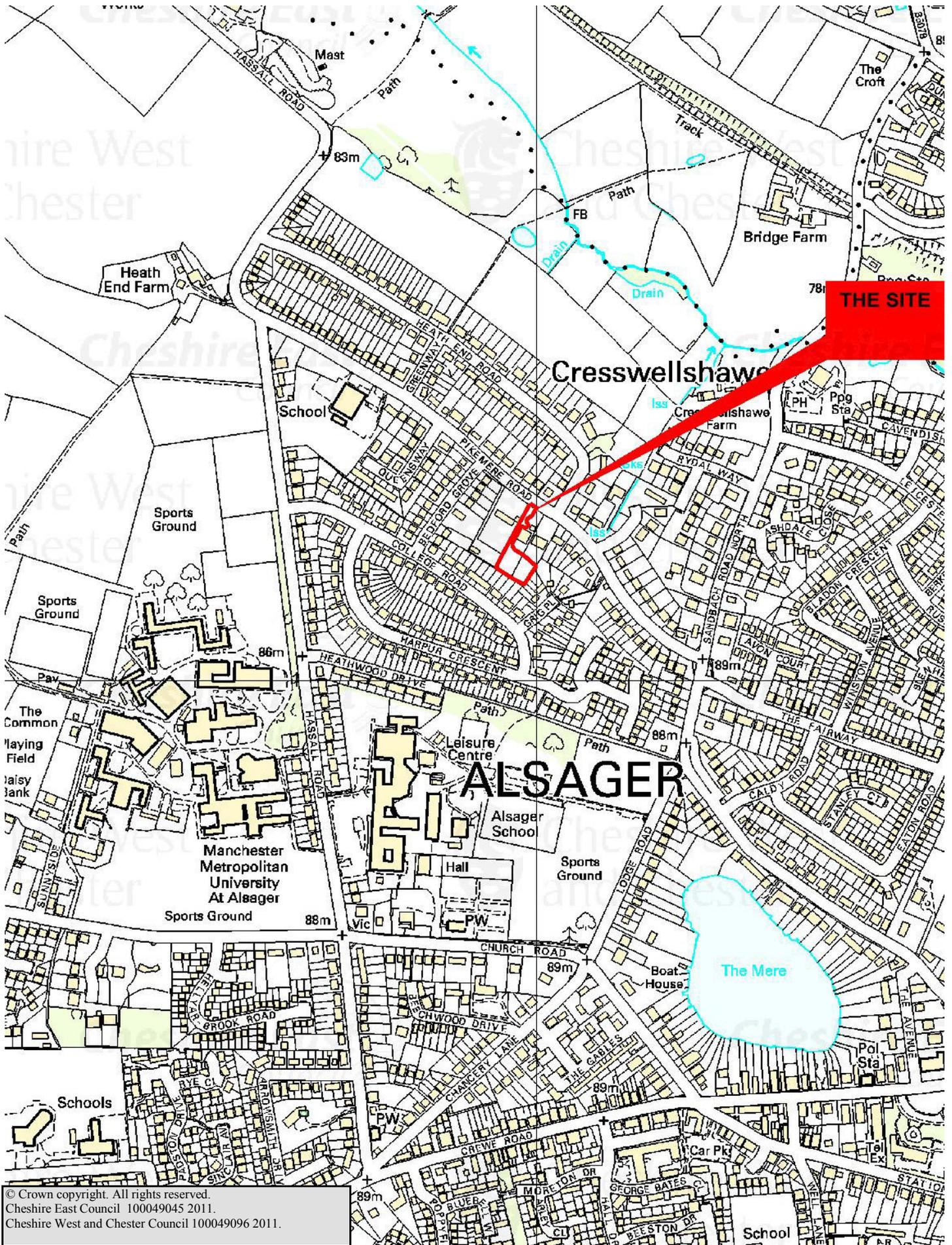
### **CONCLUSIONS AND REASONS FOR THE DECISION**

In conclusion it is considered that the development, subject to the suggested conditions, would not be detrimental to the visual amenities of the area, or the living conditions of adjacent occupiers. The principle of the erection of two larger dwellings on this site has already been established and is still extant and could be implemented. Accordingly approval of this application is recommended.

### **RECOMMENDATION:**

#### **Approve subject to the following conditions:**

1. Commence development within 3 years
2. Development in accordance with agreed drawings
3. Submission of details/samples of external materials
4. Submission of scheme of protection for trees ,shrubs and hedges
5. Submission of method statement relating to the construction of the driveway and drainage
6. Submission of a detailed landscaping scheme
7. Implementation of landscaping scheme
8. Limits on hours of construction
9. Limits on hours of piling
10. Submission of details of boundary treatments
11. Protection of birds during the breeding season



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